
Chapter 5

Transportation Infrastructure Investment and Funding Policy

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INDOT Transportation Project Categories

Introduction

The Indiana Department of Transportation (INDOT) groups Indiana State Transportation Improvement Program (INSTIP) projects into several primary categories. These categories include: preservation, improvement, expansion, enhancement, statewide maintenance projects, park facilities, and public transportation projects. Aviation and railroad improvements are classified as Non-INSTIP projects. The approximate development time for each type of project is illustrated on Figure 1.

Highway INSTIP Projects

- **Highway Preservation Projects.** The purpose of these projects is to preserve and/or improve the service level and safety of the existing highway system. These projects are selected, to the greatest extent possible, using available information and analysis from our management systems, and input from INDOT districts. There are nine (9) types of projects in the preservation category as shown below:
 1. Bridge Rehabilitation.
 2. Bridge Replacement.
 3. Interstate and Non-Interstate Resurfacing.
 4. Safety (e.g., pavement markers and markings, guardrail improvements, intersection improvements, sight distance corrections, railroad grade crossings, signals, signs, and lighting).
 5. Mobility improvements (e.g., signal interconnection, traffic management systems, incident management systems, freeway management systems, etc.).
 6. Roadside Development (i.e., erosion and slide control, small structure replacement, landscaping, drainage, weigh station modernization, and rest area modernization).
 7. Road Replacement.
 8. Road Reconstruction.

INDIANA DEPARTMENT OF TRANSPORTATION HIGHWAY PROJECTS DEVELOPMENT TIME

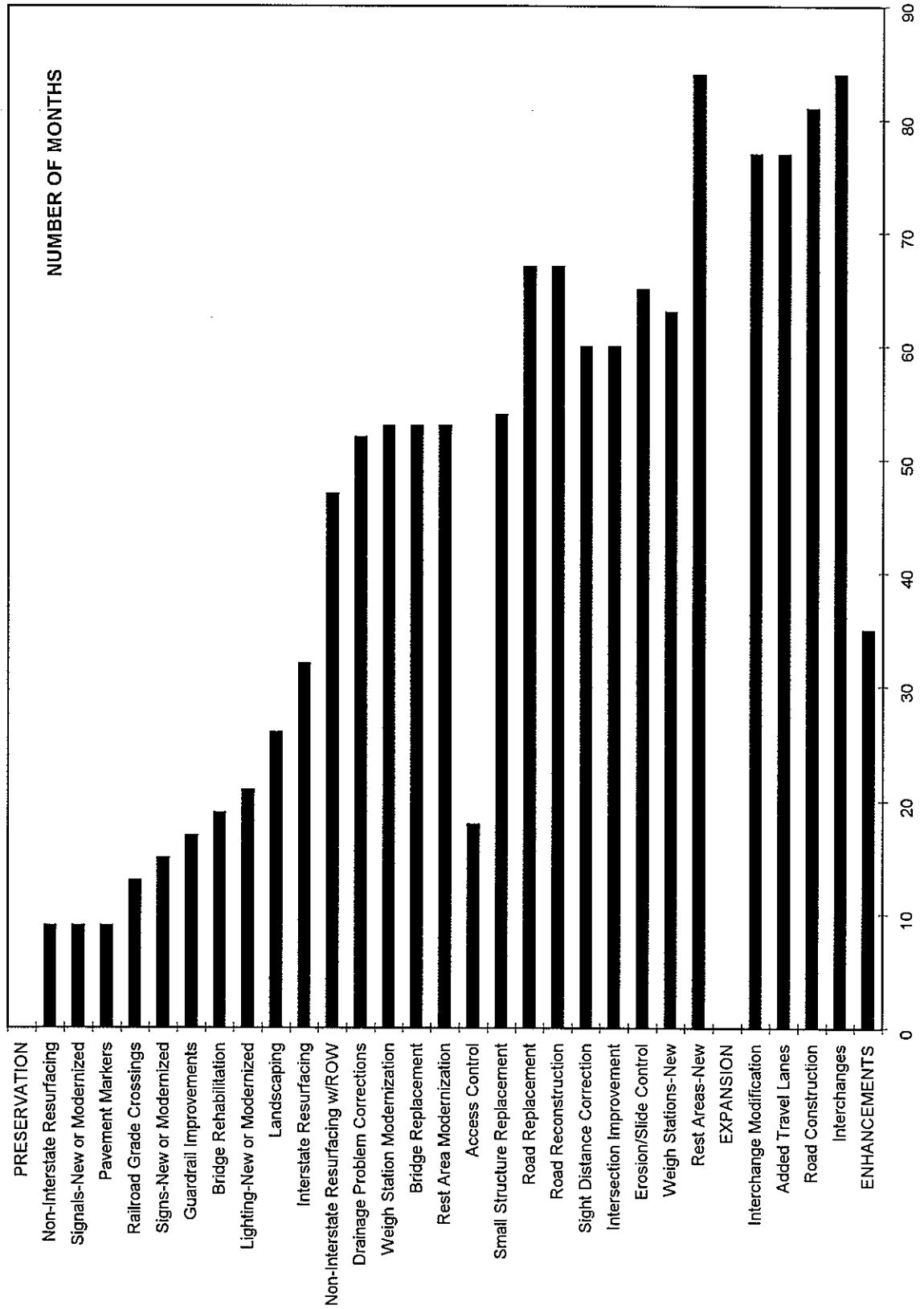


Figure 1

9. Access Control.
10. New Rest Areas.
11. New Weigh Stations or Ports of Entry.

- **Highway Expansion Projects.** In the expansion project category are projects which expand the capacity of the existing highway system. In addition to those previously programmed projects that already are at some state of development, new projects would arise from state and local plans, the National Highway System, and input from the public and other stakeholders. Project selection would be based on benefit/cost analysis, economic impacts, and the policy plan. There are five types of projects in this category as shown below:

1. Added Travel Lanes to Existing Road.
2. New Road Construction or Relocation of Existing Road.
3. New Interchanges.
4. Interchange Modification.

- **Highway Enhancement Projects.** This category includes projects that are designed to expand beyond the traditional accommodation for cars, trucks, and transit. Examples range from the preservation of historic transportation facilities, the conversion of abandoned railroad right-of-way and/or the development of bicycle trails. Proposed state and local projects are selected and developed through a cooperative effort with local agencies, other Indiana state agencies, and Metropolitan Planning Organizations (MPOs).
- **Highway Maintenance Activities.** Projects in this category include all efforts which result in upkeep of highway facilities in "as built" condition. Examples are bridge painting, mowing, snow removal, replacement of signs and signals, and seal coating bridge and roadway surfaces. Maintenance projects are selected by INDOT District Offices.
- **Highway Park Facility Projects.** Projects in this category provide better facilities such as roads and parking lots inside of Indiana Department of Natural Resources (IDNR) properties. They can also involve working in cooperation with local units of government to provide better access to the IDNR property. Park facility projects are selected by IDNR in cooperation with INDOT.

program. In addition, an annual set-aside is available specifically for intercity bus transportation projects.

- **Rural Transit Technical Assistance Program for Rural and Specialized Transportation Operators (Section 18h).** This program, provided through the Institute for Urban transportation at Indiana University, provides technical assistance, development of management information systems, and a fellowship program of training scholarships and programs.
- **State Planning and Research Program (Section 26).** These funds are apportioned to states and include such activities as planning, technical studies and assistance, demonstrations, management training, and cooperative research. In addition, INDOT may authorize a portion of these funds to supplement the Section 8 planning funds allocated to urbanized areas. Annual funding is about \$120,000.

Railroad Program Description

The Indiana Department of Transportation (INDOT) is the regulatory agency for the railroad industry and a source of funding for Indiana's railroads. Formal responsibilities include the administration of the Industrial Rail Service Fund (IRSF) which provides loans to short line railroads, grants to port authorities operating as a railroad, and local railroad relocation projects. The IRSF monies are derived from 0.04 percent of the state's 5.0 percent sales tax that generates approximately \$1.0 million in revenues annually.

INDOT also administers the federal Local Rail Freight Assistance program that provides federal discretionary capital investment funding to short line railroads. The funding breakdown for this program is 70 percent federal and 30 percent local assistance.

Airport Program Description

INDOT works closely with the Federal Aviation Administration (FAA), local governments, and private entities to develop an adequate system of airports throughout Indiana. This three-way partnership uses funds collected from airport users to pay for airport development projects. The source of funding for these projects is the Aviation Trust Fund. Grant assistance comes from this fund to finance projects included in Airport Improvement Programs. The Federal Aviation Administration covers up to 90 percent of the costs of an eligible project. INDOT will cover up to 5 percent of eligible costs, and so does the local airport sponsor. Eligible projects must be included in the National Plan of Integrated Airport

Systems (NPIAS), and must be public-use facilities included in either a State, Metropolitan or Regional System Plan, or an Airport Master Plan.

Airports are classified according to the type and amount of activity they support. There are four classifications, including Primary, Commercial, Reliever, and General Aviation. Indiana currently has five (5) Primary airports, three (3) Commercial Service Airports, ten (10) existing and one (1) proposed new Reliever airports, and fifty-one (51) General Aviation airports eligible for funding.